

P.S.

[illegible]

PERSONAL

VICE-REGAL.
His Excellency the Governor-General will leave Sydney by special train at 9.15 this morning for Melbourne. He will arrive there at 11.15 and will be met by the Premier and other officials. He will remain in Melbourne until the 27th inst., when he will return to Sydney.

GOVERNOR-GENERAL'S VISIT.
The Governor-General will visit the various parts of the colony during his tour. He will arrive in Melbourne on the 27th inst., and will remain there until the 30th. He will then proceed to Adelaide, Perth, and Melbourne.

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NAVIGATION CONFERENCE.

VARYING LOADLINES.

IMPRISONMENT FOR DESERTION.

SHIPOWNERS' DILEMMA.

LONDON, April 23.

The Navigation Conference resumed its sittings yesterday.

Sir William Lyne (Australia) moved that compulsory insurance for seamen is desirable. He thought that the Government ought to pay half the premiums.

Mr. W. M. Hughes (Australia) thought that the Australian people would object to pay.

Ultimately, at the instance of Sir Joseph Ward (New Zealand), Mr. Hughes, and Mr. D. Thomson (Australia), a motion was adopted recommending the Commonwealth to extend the benefits of the Workmen's Compensation Act to seamen, which has already been done by the United Kingdom and New Zealand.

The representative of the shipowners at the Conference dissented from the resolution, but approved of the British department scheme for compulsory insurance recommended in 1904.

LOADLINES.
Sir William Lyne proposed that the North Atlantic line should be open to ships leaving Australia via Cape Horn. The Board of Trade expert considered that the motion was unnecessary, as steamers leaving Australia lighten by two feet through the consumption of coal before reaching the storm area.

Mr. Thomson's suggestion that the Commonwealth adopt the provisions of the New Zealand Act regarding loadlines was carried.

The delegates representing Great Britain abstained from voting, believing that the decision rested with the colonial Governments.

Sir William Lyne withdrew his motion for a light loadline for ships in ballast when the Board of Trade announced that the House of Lords Committee in 1903 reported that a light loadline was not necessary.

Sir William Lyne said that Australia could deal with the matter if necessary. Mr. Hughes concurred.

LENIENCY FOR DESERTERS.
Sir William Lyne proposed to abolish imprisonment for desertion. He said he did not desire to place foreign ships in a better or worse position than British ships.

Mr. Norman Hill (British Shipowners' representative) objected to seamen being allowed to go free if they forfeited their wages. Yet if a seaman was an undesirable immigrant in the Commonwealth, his wages would be forfeited for leaving him behind.

Mr. Hughes: You are between the devil and the deep sea there.

Ultimately, on the suggestion of Mr. Hughes, the motion was amended and carried as follows:—"Imprisonment for desertion is abolished in the country where the seamen are engaged, except in the case of a seaman who after negotiating an advance wilfully or through misconduct fails to join his ship or deserts before the note is payable, provided that the note is not payable from a ship other than those registered in the Commonwealth, or whose final port of discharge of the crew is in the Commonwealth, deserts after being placed aboard such vessel, upon request, by a competent authority, the Consul in case of a foreign vessel and the captain in the case of a British ship."

The colonial delegates refused to accept the rider of Mr. Hill providing that if imprisonment for desertion was abolished the shipowner should be relieved of responsibility for repatriation of the deserter, and approved of any penalty inflicted by the State.

MISCELLANEOUS.
Sir William Lyne did not press his motion insisting that all vessels constructed after a certain date should be fitted with watertight compartments, when the Conference admitted that it was purely local matter within the jurisdiction of the Commonwealth.

Sir William Lyne withdrew his motion for the compulsory fitting of large steamers with wireless telegraphy, accepting in its place a motion by Mr. Thomson, that the Board of Trade and the Australian and New Zealand Governments consider the desirability of providing being made for the installation of wireless telegraphy aboard passenger ships. The motion was carried.

Sir William Lyne's motion in favour of affording third-class engine facilities to qualify for higher grade certificates was not pressed, on the Board of Trade promising to consider what relief is possible.

The Conference adjourned till April 29.

IRISH ASPIRATIONS.
Leader not too sanguine.

LONDON, April 23.

Mr. J. Redmond, leader of the party, speaking at an Irish Nationalist demonstration in London, followed the Irish, and have of late been able to obtain the best possible advice in regard to his illness.

Mr. Alexander Campbell, clerk at Enniskillen, has indicated his resignation to the council after several years' faithful service. The residents of the district have decided to recognize Mr. Campbell's devotion to duty, and have elected him to the office of secretary for 25 years. Mr. W. H. Smith, president, and Mr. J. A. D. Gibson, secretary, were elected.

The funeral of the late Mr. A. F. Parnell, which took place at the Waverley Cemetery on Monday afternoon, was attended by a large number of representatives of the various societies, and was a most impressive and touching ceremony.

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COLONIES AND EMPIRE.

SEPARATION FROM COLONIAL OFFICE.

INTERVIEW WITH MR. DEAKIN.

OPPOSITION BY LORD ELGIN.

STRESS AT NEXT CONFERENCE.

LONDON, April 23.

Mr. A. Deakin, in the course of an interview, said: "The Colonial Office is sometimes obstructive, almost hostile, almost always unsympathetic. The Premier acting with me at the Colonial Conference, Sir Joseph Ward, Mr. Jameson, and Mr. Moore, wanted the business of the autonomous colonies handled by different men with a different method to the handling of the Crown colonies. We aimed at the creation of a small and small department which, while in a certain sense part of the British Public Service, would yet be separated from all other offices, and, if possible, from particular British interests. Its function would be to deal with the autonomous questions peculiar to the autonomous colonies."

"If such a department were placed under the British Prime Minister it is unlikely that he would have much time to be needed, and it is pretty certain that it would accord sympathetic treatment to the United Kingdom and the fellow-Premiers belonging to the Conference."

"In the conference I said that the Premier would contribute to the cost of a department of highly competent experts upon a population or any other basis. Lord Elgin (Colonial Secretary) said that what difficulties were in the way they must hope that there would be no retrogression, and that the general desire for relief which was prevalent in Europe would find expression at the Hague."

Lord Weardale stated that Great Britain was pressing the proposal for limitation. He believed that the United States and France would support the proposal.

LETTER FROM PRIME MINISTER.
A meeting held at Newcastle-on-Tyne urged the international limitation of armaments. Sir Henry Campbell-Bannerman, the Prime Minister, wrote that what difficulties were in the way they must hope that there would be no retrogression, and that the general desire for relief which was prevalent in Europe would find expression at the Hague."

Lord Weardale stated that Great Britain was pressing the proposal for limitation. He believed that the United States and France would support the proposal.

AUSTRALIAN PREFERENCE.
The percentage of marksmanship is regarded by the Defence Department as very much lower than it should be, and efforts are being made to have more attention directed to the subject.

MERCHANTS' ADVOCACY.
A deputation representing the Australian Merchants' Association waited on Sir William Lyne yesterday to express complete sympathy with preferential trade, including British produce brought in British ships from overseas to Great Britain in preference to foreign produce.

The deputation emphasised the growing danger arising from the competition of foreign produce brought in by the German liner, the White Star Line, which is owned by American financiers.

The preference accorded by New Zealand, the deputation stated, had already diverted much trade from Germany and America to the United Kingdom, and they hoped that the preference offered by the Commonwealth would yield even more far-reaching results.

Sir William Lyne made a sympathetic reply. The deputation expressed approval of the Commonwealth Commerce Act, and thought that it was administered without harshness.

CONFERENCE SECRETARIAT.
The "Daily Chronicle" states that the secretariat for the Imperial Conference is believed in some quarters to be a triumph for the British Empire.

The "Daily Chronicle" continues, "that Lord Elgin will not so interpret it. However ably it is managed the whole-hearted confidence of colonial opinion."

The "Toronto Mail," the chief organ of the Conservative party in Canada, complains of Sir Wilfrid Laurier's attitude with respect to the Conference, describing it as cold, indifferent, and unfair towards Canada.

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WOMEN IN PARLIAMENT.
Lady Ward, in the course of a newspaper interview, stated that she did not wish to see women members of Parliament.

The Australian and New Zealand Mergers Company has a profit of £95.

The Van Diemen's Land Company shows a profit of £949.

The Orient Steam Navigation Company in its report shows a profit of £17,000.

THE COLONIAL PREMIERS.
BANQUET AND RECEPTION.

LONDON, April 23.

The Duke and Duchess of Sutherland entertained the colonial Premiers at dinner yesterday, and afterwards held a great reception in their honour.

Madame Ada Cossely sang at the reception.

INVITATION FROM ANTWERP.
The Antwerp municipality has invited the colonial Premiers to visit Antwerp at the conclusion of the Colonial Conference.

TRANSVAAL DEFENCE.
BURGER VOLUNTEER SCHEME.

LONDON, April 23.

According to the military correspondence of the "Standard," General Buller, Premier of Transvaal, is submitting to the Colonial Conference for the British Government's approval a scheme for the establishment of a voluntary force for the defence of the Transvaal by the organisation of the burghers into battalions, on the principle of volunteers in British colonies, with light field pieces for the use of mounted forces.

THE HAGUE CONGRESS.

BRITISH REPRESENTATIVES.

A MONSTER PROCESSION.

CABINET UNBENDING.

LONDON, April 23.

Eight thousand government employees at Woolwich Arsenal marched to within a mile of Parliament House and cordial and sympathetic cheers by the way. The procession sent a deputation to the Government to urge reasons against a continuance of discharges, of which 2000 have already been notified.

Sir Ernest SATOW, formerly Minister at Peking.

Sir HENRY HOWARD, Minister at the Hague.

The names of the naval and military experts at the Conference will be announced later.

Sir Edward Fry is a British representative on the Permanent Court of Arbitration at the Hague. He is in his 80th year. Sir Ernest Satow is a British representative at the Hague. He is of Dutch descent. After naturalization in 1877 he had experience in official Indian affairs. Sir Henry Howard was Minister at the Hague since 1896. He has had a large experience of diplomacy, having entered the Foreign Office service in 1882 at the age of 23 years.

THE COMMONWEALTH.
THE AUSTRALIAN UNIFORM.

MELBOURNE, Tuesday.

A notification which appeared in the "Commonwealth" last night, that a bill for £122 by the Governor-General in Council for Commonwealth uniforms for Aldershot, England. The official explanation of the bill was that the Government had decided to purchase uniforms for the Commonwealth troops at Aldershot, where it was intended that there should be specimens of various uniforms of colonial soldiers.

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stream, preparatory to
to lead Colodonic

stream, preparatory to leaving for Newcastle, where she is to load Caledonian Company's coal for the West Coast of South America. The ship is expected to arrive in Newcastle on the 10th inst.

METEOROLOGICAL REPORTS

The barque Verdi, the fourth

from Liverpool, N. Y. Passengers: Mr. and Mrs. Berg and child, Mr. and Mrs. Grace, Riley, Ames, Davies, Mrs. A. Windus, Mrs. McCulloch, J. M. Cook,

ward, W. Don-
Clare, Charles
of, Clark
-heard. Bri

from, New-
Port Prince.

Langhlin, from
Company, Ltd.,

from, Bate-
Company, Ltd.,

from Eden, B.
agents.

from Newcastle,
agents.

from

ny, Limited,
Bascline, from
company, Ltd.,
ry, from Ade-
and Co. Pro-
n Mann, from
eds, from Port
W. B. Nelson,
N. Company;

THE SARPEDON
The Blue Funnel liner Sarpedon, from
ward bound, arrived at Suva on

THE PALERMO
The P. and O. Company's freight
from Sydney, bound to London, has
arrived at Suva on Sunday last.

THE QUEEN ALEXANDRA
The steamer Queen Alexandra, from
Melbourne, was yesterday fixed
to sail for Java, and thence sug-
gested.

WILLYAMA TO B
An advertisement appears in
saying that the Adelaide S.S. Co.
Yama, now lying stranded in Mo-
trade will be

via Newcastle.
Adrian.
and ports:
Brisbane and
on route from
ile.
castle.
April 24.
and Japan,
Island; Vis-
and ports:
and
Perth, north-
North-west

BUDDART, PARKER, AND
The Barwon left Sydney last
The Burrumbidgee leaves Melbourne
Western Australia, via ports.
The Corio leaves Sydney for
Wallara.
The Moorabool arrived at Melbourne
Newcastle.
The Riverina leaves Melbourne
Australia, via ports.
The Victoria left Auckland
for Sydney.
The Westralia left Hobart
for Sydney.
The Wimmera is due to arrive
from Sydney.

The following sailing vessels
 The following sailing vessels
 The following sailing vessels

sugar, 260 m
wool, 80 bgs
20 pigra doors,
castings, 93 c
cordero, 245 m
20 lbs seeds,
baños, 140 lbs
bags onions, 630
0 m cake, 170
and sun-
via port: 13
bags Tapioca, 200
bags, 100 m
April 22, Easter
April 23, Changsha, s, for Sred
GAIENR (1609 mile).—Depar

for Sydney.
BOWEN (1223 miles).—Dep:
for Brisbane.
FLATTOP ISLAND (1125 m
Wyndra, s. for Sydney; Wedne
BRISBANE.—Arr:
s. from Townsville; Flinders,
Nerong, s. from Richmond R
Warrago, s. Mareeba, s. and
Sydney; Gabo, s. for Calbar; Po
ville; Buninyong, s. for Rockh
TRED HEADS (474 miles).—
ship, s. at 3.40 a.m. from Sy
Friendship.
April 23, a large 2-m. steamer
RICHMOND RIVER HEADS (

20, St. George, s, at 6 a.m.,
 at 3.30 p.m., Duranah, s,
 new.
 "GOLGOLGA" (254 miles),
 George, s, at 2 p.m., south.
 "NAMBUCCA HEADS" (223 n,
 Alpha, sch, at 4.50 p.m., from
 Lamadown, ktsch, still harbour
 "SOUTH-WEST ROCKS" (309 n,
 Ramoria, s, at 3.50 p.m., from
 23, Ellerslie, s, at a.m., for
 "TACKLING" (140 mile),
 Pymont, s, at 3 p.m., from
 23, Wauhope, s, at 4.30 p.m.,
 "TACKLING POINT" (160 mile),
 Burrough, s, at 11.30 a.m.,

CROWDY HEAD (147 miles).
Europe, at 4.40 p.m., U.S.
both north; Dourine, at 10.40
MANNING HEADS (164 miles).
cumber, at 5.45 p.m., from N.
35, Annie, kitch, at 2.40 p.m.
P.m., for Sydney; Alfred Dennis
CAPE HAWKE (138 miles).—A
at 9.45 p.m.; one by Bussell
dredge, stuck in bar, at 8
work on bar on Tuesday; after
SEAL ROCKS (169 miles).—A
linger, at 1.55 p.m., Symon
both north; Hastings, at 3.
PART STEPHENS (88 miles).

NEWCASTLE (82 miles).—April 10.
Nymphoida, *s.* Beagle, *s.* Monaro
s. Aurora, *s.* Dart, *tr.* train
Siphia Ann, *s.* Commonwealth,
Nepolia, *s.* Sultan Van Langkiet
Williams, *s.* from Port Stephens
s. Quail, *s.* Melbourne, *s.* Port
bourne; Daumlein, *s.* from
steamer, Beagle, *s.* Aurora, *s.*
for Sydney; Hunda Isle, *batn.*
s. for Tweed River; Nymphoida,
Linda Feli, *s.* for Port Pirie; *s.*
Auckland.

BELLAMBY (4 miles).—April 10.
s. from

WOLLONGONG (44 miles).—Arrived at 4 a.m., from south.

PORT KEMBLA (68 miles).—Arrived at 10.15 a.m., from Port Kembla (20 miles).—Arrived at 10.15 a.m., from Sydney.

JEVRA (59 miles).—Partner with red funnel with black and white.

NIGMUND, G.M.R. (2.10 p.m.).—Arrived at 2.10 p.m., from Tathra.

BERMAGUI (109 miles).—Arrived at 2.10 p.m., from Tathra.

GREEN CAPE (218 miles).—Arrived at 2.10 p.m., from Tathra.

GABO (338 miles).—Passed at 2.10 p.m., from Tathra.

F.M.S. (7.18 a.m., Time, 10.15 a.m., from Tathra).

Miss French,
Wesley, M. and
Mrs. Graham
and Mrs. Graham
for shipping.
Well (2), Miss
Hannan, M.
L. L. L.
Miss French,
Wesley, M. and
Mrs. Graham

west; Oonah, s. at 8.15 a.m.,
WILSON'S PROMONTORY (6
ward; April 28, Era, s. at 10.
April 29, Era, s. at 10.
ward: April 29, a four-masted
MELBOURNE (376 miles),—
s. Wolleroo, c. Christian Mich-
s. all from Sydney; Crown of
ship, from Christians; Perfect
Copenhagen; Burendick, a f
from Brown, s. for Sydney;
for Sydney; York, G.M.S., for
for Strahan; Flora, s. for Stan-
Sydney.

HOBART (66 miles).—Dep:
at 10.30 a.m., for Sydney,

TO-DAY. (man-
 (Kastala), advise
 Mary will
 the wharf on the
 for Japan, via
 Nagasaki, Kobe,
 of his personal
 Miss Pen-
 cession Flower, Mr.
 Pitsch, Mrs. Pitt-

stein, Mr. H. A.
 O. Uppahart,
 D. Lloyd, Mr.
 Mr. W. Wick,
 Mr. E. R. Hog
 W. H. Dick,
 H. S. Barnes,
 Hopper, Miss
 Master, Mr. Er-
 Master Jones,
 Madam, Mrs.
 Misses, Mr. F.
 James, Mr.
 and a letter
 and a letter

"FREMANTLE (2400 miles).
 Lays: H.M.S. at 7.30 p.m., for

BRITISH AND FOREIGN
 Arrivals.

Australia, British 4-m line
 Hughes, at Falmouth, from Syd-
 23,034 bags of wheat.
 Port Jackson, British 4-m line
 training ship), 1900 tons, Cap-
 London, from Swaney January
 Caterina, Italian sq.
 Liverpool, from Kaipara (N.E.).
 Peppic, s. (White Star line).

from Melbourne
the following
20 tons onions
100 tons wheat,
20 tons wheat,
20 tons flour, and
large. She will
from Chislem

has been dried
America, will
this morning
to being
here in bal-

also in Wool-
also be floated
another in the

ASIA, a vessel under
Prasler, from Liverpool, for
and ports.

John Leckett, British b. 778
from London, for Launceston
Rimutaka, a (New Zealand
line), 7703 tons, Captain Camer
Lyttelton and Wellington (N.Z.
Hobart.

NEW ZEALAND S
NAFARA.—Dep: April 28. N
bag.

Presser, from Liverpool, for Sydney, via Capetown and ports.
John Lockhart, British by, 773 tons, Captain Jones, from London, for New Zealand (Yas.).
Himantaka, a New Zealand Shipping Company's ship), 778 tons, Captain Cameron, from London, for Lyttelton and Wellington (N.Z.), via Capetown and Hobart.

NEW ZEALAND SHIPPING.
KAIPARA.—Ship: Anna W. Young, cargo, for Blenheim.

TRADES AND LABORS

[illegible]

lower rates of freight charged by the German shipping companies than the heavy Government subsidies given to the purpose of capturing foreign trade.

You desire to know whether a reader that is not a resident of Germany can obtain British lines in wool trade is not a fault.

With due respect for the source of your information upon which you evidently base your information, I can have been misled.

That the rates of freight now charged, as well as on other produce carried by sea, are not, as you have not been, and are not at present, less than those charged by British vessels.

There may be many of our readers who have that there has been for some time a German lines in connection with British vessels, and that the rates of freight by German boats are higher than those of British.

The German lines do not compete for the trade to the Australian coast freight rates, but they do so for themselves to their own particular Continental.

A very large portion of which is for Germany and the Continent of Europe have absolutely no business in freights, etc. when buying in the United States, etc. other countries the products of this State, etc. etc. etc. ore, metals, iron, etc. etc. etc. to the contrary without substantial proof.

I fail to see how you can justify your remarks that the heavy Government subsidies to the German shipping companies enable them to compete with British boats in the wool trade.

In 1886 Germany, with her increasing population, requirements, and production, found it necessary to import a large quantity of wool. This respect she followed the example of the United States in allowing these subsidies to the purpose of securing a regular time-table, and restricting her calls to certain ports, whatever the cost.

The Norddeutscher Lloyd received from the Government a large sum of money, and from the Far East and Australia a sum

[illegible][illegible]

Stock Exchange investors and speculators could never miss the notes in "The Sydney Mail," detailing the Stock and Share Market. The advice and hints given in the latter are always well worth careful scrutiny.—Advt.

The Aquatic Notes in "The Sydney Mail" by "The President" never lose interest week by week. The author is always well informed on important matches, and his remarks on the aquatic championship match this week are full of interest.—Advt.

ST. GEORGE'S DAY.
A day was celebrated yesterday at St. George's Church, the rectory of which is the Rev. H. A. Wilson. The celebration took the form of a children's demonstration in the afternoon, and a programme of sports, which were presided over by the Rev. H. A. Wilson. The programme was opened by the Rev. H. A. Wilson, who delivered a short address on the history of the church, and the importance of St. George's Day to the colony. The children then performed a variety of games and sports, which were much enjoyed by the audience. The day was a success, and the church was well attended.

DEMONSTRATION AT KOGARAH.
A large number of residents of St. George's Church, who are members of the Kogarah branch of the St. George's Guild, held a demonstration at Kogarah yesterday. The demonstration was held in the afternoon, and was attended by a large number of people. The programme consisted of a variety of games and sports, which were much enjoyed by the audience. The day was a success, and the church was well attended.

PERSONAL AND MISSING FRIENDS.
A notice was published in the paper yesterday, stating that a person named John Smith, who was missing for some time, had been found. The notice was published by a friend of the missing person, and stated that the person was now safe and well. The notice was a relief to many people who had been worried about the missing person.

METEOROLOGICAL BUREAU.
The State Government is being asked to establish a meteorological bureau in the city of Sydney. The request is being made by a group of people who are interested in the weather, and who believe that a bureau would be of great benefit to the city. The request is being made to the State Government, and it is hoped that it will be granted.

TRANSCONTINENTAL CYCLING TOUR.
A notice was published in the paper yesterday, stating that a group of people were planning to undertake a transcontinental cycling tour. The tour would start in Sydney, and would go to the other side of the continent. The group of people who are planning the tour are hoping to raise money for a good cause, and they are asking for help from the public.

STRICT POLICE ADMINISTRATION.
A notice was published in the paper yesterday, stating that the police were going to enforce a strict administration of the law. The notice was published by the police, and stated that they were determined to catch any person who broke the law. The notice was a warning to the public, and it was hoped that it would lead to a decrease in crime.

MUNICIPAL COUNCIL NOTICES.
A notice was published in the paper yesterday, stating that the Municipal Council was going to hold a meeting. The notice was published by the Council, and stated that the meeting would be held on a certain date. The notice was a reminder to the public, and it was hoped that it would lead to a successful meeting.

ESTATE ADMINISTRATION.
A notice was published in the paper yesterday, stating that an estate was being administered. The notice was published by the administrator, and stated that the estate was being managed in accordance with the law. The notice was a notice to the public, and it was hoped that it would lead to a successful administration of the estate.

TO LET.
A notice was published in the paper yesterday, stating that a house was available for rent. The notice was published by the landlord, and stated that the house was in a good location, and was well furnished. The notice was a notice to the public, and it was hoped that it would lead to a successful rental of the house.

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11

EXACTLY WHAT YOU REQUIRE.

LADIES' PITT-ST. HORDERNS'

Stock of the following Goods is complete in EVERY DETAIL.

EVERY GARMENT

is perfect in its proportion, according to the Correct FIT.

In quality all are of the highest and best price.

LADIES' BLOOMERS.

Grey Stockette Bloomers, Price 3/6 pair.
Fawn and Grey, Bloomers, Price 3/6 pair.
Grey Stockette Bloomers, Price 3/6 pair.
Light Make, Price 2/6, 4/7, and 9/11 per pair.
Navy Stockette Bloomers, Price 3/6 pair.
Navy or Grey, 4/11, and 7/11 Womans, 5/11 0/6 pair.
Navy or Grey, 4/11, and 7/11 Womans, 5/11 0/6 pair.
Wool Bloomers, Womans, 4/11 per pair.
Navy or Grey Ribbed Wool Bloomers, with Elastic Waistband, Womans 5/11, 0/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6, 32/6, 33/6, 34/6, 35/6, 36/6, 37/6, 38/6, 39/6, 40/6, 41/6, 42/6, 43/6, 44/6, 45/6, 46/6, 47/6, 48/6, 49/6, 50/6, 51/6, 52/6, 53/6, 54/6, 55/6, 56/6, 57/6, 58/6, 59/6, 60/6, 61/6, 62/6, 63/6, 64/6, 65/6, 66/6, 67/6, 68/6, 69/6, 70/6, 71/6, 72/6, 73/6, 74/6, 75/6, 76/6, 77/6, 78/6, 79/6, 80/6, 81/6, 82/6, 83/6, 84/6, 85/6, 86/6, 87/6, 88/6, 89/6, 90/6, 91/6, 92/6, 93/6, 94/6, 95/6, 96/6, 97/6, 98/6, 99/6, 100/6.

UNDERSKIRTS.

Ladies' Coloured Flannelette Underskirts, Price 4/6, 4/8, and 4/11 each.
Ladies' Printed Flannelette Underskirts, Price 4/6, 4/8, and 4/11 each.
Ladies' White Flannelette Underskirts, Price 4/6, 4/8, and 4/11 each.

420,000 WORTH OF GOODS AT HORDERNS'

Ladies' Natural Wool Underskirts, Price 7/11 and 4/11 each.
Children's Natural Wool Sleeping Suits, (Combination Suits), Price 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6, 32/6, 33/6, 34/6, 35/6, 36/6, 37/6, 38/6, 39/6, 40/6, 41/6, 42/6, 43/6, 44/6, 45/6, 46/6, 47/6, 48/6, 49/6, 50/6, 51/6, 52/6, 53/6, 54/6, 55/6, 56/6, 57/6, 58/6, 59/6, 60/6, 61/6, 62/6, 63/6, 64/6, 65/6, 66/6, 67/6, 68/6, 69/6, 70/6, 71/6, 72/6, 73/6, 74/6, 75/6, 76/6, 77/6, 78/6, 79/6, 80/6, 81/6, 82/6, 83/6, 84/6, 85/6, 86/6, 87/6, 88/6, 89/6, 90/6, 91/6, 92/6, 93/6, 94/6, 95/6, 96/6, 97/6, 98/6, 99/6, 100/6.

**Without feet—size 7 to 9—8/6 pair.
With feet—size 7 to 9—10/6 pair.
Children's Natural Wool Sleeping Suits, (Combination Suits), Price 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6, 9/6, 10/6, 11/6, 12/6, 13/6, 14/6, 15/6, 16/6, 17/6, 18/6, 19/6, 20/6, 21/6, 22/6, 23/6, 24/6, 25/6, 26/6, 27/6, 28/6, 29/6, 30/6, 31/6, 32/6, 33/6, 34/6, 35/6, 36/6, 37/6, 38/6, 39/6, 40/6, 41/6, 42/6, 43/6, 44/6, 45/6, 46/6, 47/6, 48/6, 49/6, 50/6, 51/6, 52/6, 53/6, 54/6, 55/6, 56/6, 57/6, 58/6, 59/6, 60/6, 61/6, 62/6, 63/6, 64/6, 65/6, 66/6, 67/6, 68/6, 69/6, 70/6, 71/6, 72/6, 73/6, 74/6, 75/6, 76/6, 77/6, 78/6, 79/6, 80/6, 81/6, 82/6, 83/6, 84/6, 85/6, 86/6, 87/6, 88/6, 89/6, 90/6, 91/6, 92/6, 93/6, 94/6, 95/6, 96/6, 97/6, 98/6, 99/6, 100/6.**

BIG DISPLAY OF BLANKETS

RIGHT UP TILL SIX O'CLOCK TO-DAY.

(CARRIAGE FREE)

RIGHT THROUGHOUT AUSTRALIA.

HORDERN BROTHERS

SYDNEY'S LEADERS OF FASHION.

255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593